

THE DAILY JOURNAL

MONDAY, APRIL 10, 1893.

WASHINGTON OFFICE—515 Fourteenth st.

Telephone Calls.

Business Office—238 E. Editorial Rooms—212

TERMS OF SUBSCRIPTION.

DAILY BY MAIL.

Tully only, one month, \$2.00

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Persons sending the Journal through the mails in

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a one-cent postage stamp; on a twelve or sixteen-

page paper a two-cent postage stamp. Foreign post-

age is usually double these rates.

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Can be found at the following places:

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Third and Jefferson streets.

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House.

The big officeholders under this ad-

ministration are acting on the maxim,

to the families of the victors belong the

spoils.

It is encouraging to have the Nash-

ville (Tenn.) American declare that "we

are not the Republic's enemy." It shows

progress in twenty-eight years.

Those who know Secretary Gresham

discredit all reports to the effect that he

will resign because the President has

made him a sort of chief clerk. They

know that he has never given up a

salary until he was sure of another.

When General Harrison retired from

office 43 per cent. of the railway postal

officials were Democrats. After four

years of Mr. Cleveland's civil-service

management, will 43 per cent. of the

railway postal employees be Republicans?

PERHAPS the appointment of a coun-

try lawyer as Controller of the Currency

is part of a scheme to embarrass and

discredit the national bank system.

This would be in harmony with the

Declaration of the Democratic platform

in favor of the restoration of State

banks of issue.

THE papers in Chicago which did

their utmost to make Illinois Democratic

last fall are now stigmatizing the Leg-

islature which they helped to elect as a

"dime museum" and a "roaring farce."

Democratic legislatures of 1893 have

turned out to be an unusually bad lot as

Democratic legislatures go.

THE Mr. Eckels whose nomination has

caused so much comment was urged for

"something good," and Mr. Cleveland is

said to have given him his choice of

three places, and he selected that of

Controller of the Currency, the one for

which he has no qualifications. And

this method of making appointments is

ralled reform.

IF the names of deserters and bounty

jumpers are on the pension rolls, as

magnum and Southern Democratic

papers are wont to assert, it is because

the last Democratic House began to re-

move the charge of desertion against

them, and would have done a wholesale

business thereof if veteran organiza-

tions had not protested.

NOR content with prosecuting the

publishers of Sunday papers, the so-

called Law and Order Society in Pitts-

burg announces that the publishers of

Monday papers are to be prosecuted if

they have any work done on them be-

fore midnight. Thus these bigots are

doing more to bring Sunday observance

into contempt than all the Sabbath

breakers in the land.

AFTER reading some of the free-coin-

age papers one would imagine that be-

fore the demonization of silver mill-

ions upon millions of silver dollars

were coined annually in this country,

when, as a matter of fact, about 8,000,-

000 silver dollars had been coined by

the government from the establishment of

the federal Constitution to 1874, or less

than were coined in four months under

the Allison act of 1873.

ONE Sidney Lascelles, under the alias

of Walter S., son of Lord Beresford, be-

came a notorious swindler in the East-

ern States. He was arrested in New

York and taken to Georgia on an extra-

dition charging him with larceny and

swindling, but, arriving in Georgia, he

was tried and convicted of forgery. The

culprit appealed on the ground that

Georgia had no right to try him except

for the offenses alleged in the indict-

ment. That has been the popular view,

but Justice Jackson, of the United States

Supreme Court, says it is not good

law. He pronounces the assumption

that the States of the Union are inde-

pendent governments, having full powers and prerogatives of nations, except such as have been conferred on the general government, to be a "fallacy." This Justice Jackson is the man whose appointment by General Harrison was so bitterly denounced by many Republicans and so excited a few that they abused the then President. It seems that such an emphatic assertion of nationality and denial of State supremacy should reconcile those who objected to the appointment of Judge Jackson.

ADVANCES from Canada state that the

British government has insisted upon the

co-operation of Canada in strengthen-

ing the military fortifications and ar-

tillery garrisons at Halifax, on the Pa-

cific. Arrangements are also in progress

for affiliating the Canadian militia with

the regular British troops in these gar-

risons, to be drilled by regular officers.

This shows that the British government

is not blind to the growth of the annex-

ation sentiment in Canada, and that it

is using precautionary measures. A

British officer is quoted as saying that

the imperial government has determined

that Canada must take some decisive

steps toward strengthening her military

force and fortifications, that she may be

in a position to assist in defending her-

self in event of trouble, and not be en-

tirely dependent on the army and navy

of Great Britain for protection. Of

course England will make a hard fight

before she will let Canada go, but it is

not likely that these military prepara-

tions will check the growth of the an-

nexation sentiment. That is an out-

growth of business and commercial re-

lations which are beyond control.

THE NEW STREET-RAILWAY FRANCHISE.

The draft of a new street-railway

charter, as prepared and submitted by

the Board of Public Works, gives evi-

dence of considerable thought and labor

in preparation and of a desire to make

a good bargain for the city. The Jour-

nal is not prepared to say that it is the

best that could be done. Without ques-

tioning the motives of the board and its

earnest purpose to do the right thing,

opinions may differ as to the wisdom of

some of their conclusions.

The new charter is a vast improve-

ment on the old one, and shows the

great change that has taken place in

public opinion as to the proper mode of

dealing with municipal franchises. The

old charter was literally given away,

without any attempt to protect the

rights of the city or to realize anything

out of a franchise which the least in-

elligent person ought to have seen

would become more and more valuable

every year. The framers and grantors

of the old charter took no heed of the

present or the future. They did not

kill the goose that laid golden eggs, but

they gave away goose, eggs and all.

The day for that sort of thing has

passed. Nowadays a municipal govern-

ment at all worthy of the name recog-

nizes the value of municipal franchises,

and, in disposing of them, endeavors to

get for them a full equivalent. The

Board of Public Works has, evidently,

sought to do this, and yet it is doubtful

if it has succeeded at every point.

First—The Journal inclines to the

opinion that the life of the charter

should be twenty, instead of thirty,

years. The conditions of city life change

very rapidly. There is already consid-

erable sentiment in favor of cities own-

ing their street railroad plants, and the

sentiment is growing. Circumstances

may cause it to grow so rapidly, and

events may so conclusively demonstrate

the wisdom of that policy, that fifteen

or twenty years hence the preponder-

ance of public opinion will be decidedly

in favor of it. The Journal does not

predict that such will be the case, but it

is prepared to admit the possibility of

it. Twenty years hence the city may

regret very much that it is prevented

from becoming the owner of the plant

by a charter which will still have ten

years longer to run. In view of this

possibility, we suggest either that the

life of the charter should be absolutely

limited to twenty years, or that, at

the end of that period, the city

should have the option of pur-

chasing the plant at its appraised

value. The city has had one experience

with a thirty-year charter. The old

charter has been a millstone around

the city's neck for ten or fifteen years

past, and it should be very careful about

repeating that experience. Twenty years

ought to be long enough for any com-

pany to enjoy so valuable a franchise,

and it certainly seems long enough for

the city to part with it unconditionally.

Second—There is a strong public

sentiment in favor of cheaper fares. The

board has recognized this in part by

providing that six tickets shall be sold

for 25 cents, but this hardly meets the

popular demand. Thousands of poor

people who patronize the cars cannot

afford to purchase twenty-five cents' worth

of tickets at a time, and they will get

no benefit from this provision. Really,

the only way by which these can be ben-

efited is by cheap fares. The annual

tax on gross receipts, which the board

seems to have adopted in preference to

cheap fares, does not benefit the poorer

classes at all. On the contrary, it ben-

efits the rich at their expense, for it has

to come out of the fares paid by the

patrons of the street cars. It looks as

if the board were more desirous of

adding to the revenues of the city than

of benefiting the people by cheap fares.

The company gets as much for carrying

a person six squares as for twenty or

thirty. If 5 cents is enough for a long

haul it is too much for the short one.

It is obvious that if the main equivalent

for the franchise is to come in the form

of an annual tax on the gross receipts

of the company, there can be no further

reduction of fares beyond that already

provided for, but it is worthy of consid-

eration whether reduced fares would

not be a more direct benefit to the

people who need benefiting than a tax

on gross receipts would be.

Third—The Journal decidedly disap-

proves of the clause allowing the com-

pany to charge 10 cents fare on cars

running from 1 to 4 o'clock A. M. Per-

sons who are compelled by the nature

of their occupation to go to or from

their homes or place of business in those

hours ought not to be discriminated

against by having to pay double fare.

As the franchise belongs to the city,

every doubtful point should be con-

strued in favor of the people.

Fourth—The charter provides that

the company may pave between and

outside of its tracks "with granite

blocks on concrete foundation, if it so

elect, or with the same material as is

used on the street on which such tracks

are laid." This leaves with the com-

pany